

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,
AND

Manufacturers of the following,
AERATED WATERS, viz:
SODA, TONIC, SASSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,
HONGKONG.

SHANGHAI PHARMACY,
SHANGHAI.

CANTON DISPENSARY,
CANTON.

THE DISPENSARY,
FOOCHOW.

THE
Hongkong Telegraph.

HONGKONG, 20TH JANUARY, 1882.

We have had frequent occasion to call the attention of the public, both here and at home, to the unscrupulous character of the opposition which has for the last four or five years been the leading feature in the policy of the local press when dealing with anything in any possible way affecting Sir John Pope Hennessy. The *China Mail* has always been the great offender in this respect, and the virulence and scurrilous character of its personal attacks have become a byword in the Colony. No person in a sane state of mind believes for an instant that the barefaced mis-statements, and vulgar abuse, dealt in so largely by our contemporary of the gutter, can possibly have the slightest weight in prejudicing the minds of men of ordinary intelligence—far less those who happen to be behind the scenes, and are acquainted with the true cause of the *China Mail's* childish retaliation against His Excellency the Governor. Our contemporary is too grossly ignorant of the character of the times we live in to succeed in defaming and blackening the reputation and policy of Governor Hennessy, by the vulgar expedients so universally resorted to. Rancorous spite, foul abuse, and a deliberate system of lying and misrepresentation, are poor substitutes for the evening print's painful lack of ability. Knowing with whom we are dealing, we cannot look for much honesty, nor can past experiences justify us in expecting either ordinary intelligence or manly fairness; but the last dodge of the *China Mail*, is on the face of it, so utterly ridiculous, so absurdly childish, that we can only come to the conclusion that the "attacking party" is subject to fits of temporary insanity. The *China Mail* has actually discovered that Her Majesty the Queen, H.R.H. the Prince of Wales, the members of the Liberal Government, the Lords of the Admiralty represented by Earl Clanwilliam and the Rev. Mr. Dalton, would not permit the young Princes to assume the honors of their rank in Hongkong because Sir John Pope Hennessy happens to be our Governor. Let us make way for the Hongkong oracle; he requires ample room, and it would be sacrilege to allow such slight to be hidden away under a bushel. Last night's *China Mail* says:

Private advices from Singapore lead us to believe that their Royal Highnesses, Princes Albert Victor and George of Wales were to be received in that Colony in a very different style from that followed here in Hongkong. From the official programme, it appears that the Princes landed soon after their arrival and proceeded to

Government House as guests of His Excellency the Governor, Sir Frederick Weld, while a series of festivities appropriate to such occasions were sketched out in a manner which throws a strange light upon the course of event which marked the stay of the Royal Midshipmen in this Colony. It is therefore being somewhat unpleasantly forced upon the minds of residents here that the rules which seemed to govern the movements of the young Princes while in this part of the world were applied to Hongkong for some special reasons; and, as is natural, in view of the known loyalty of all classes of residents on the Island of Frigate Streams, many explanations are given of this peculiar treatment. In the face of all that took place, and of all that did not happen during the visit of the Princes to this Colony, it appears that there is something radically wrong somewhere; and that although Governor Hennessy, while attempting to do very great things to display the loyalty inseparable from Her Majesty's representative, was not only cruelly disappointed in his hopes, but he is now painfully reminded of that circumstance by the marked contrast furnished by the recent proceedings in Singapore. As we have previously hinted, the naval examinations of the Royal Middles could have had but little to do with the matter; and as there can be absolutely nothing laid at the door of the community, native or foreign, the awkward question arises, What was the cause of the exceedingly guarded attitude of the Princes's guardians? Probably the real reason will never be fully known; but that the community have evidently suffered a slight on account of the Officer who here represents Her Majesty there can be little doubt. That the people of Hongkong would have been treated in this way under another Governor, is beyond the bounds of probability.

It would be a pity to spoil the symmetry of the above extract by critical comment, so we will let it go forth to the world in all its naked perfection. Such a specimen of literary style, diplomatic reasoning, and homely common sense ought to be sent direct to Lord Kimberley, Secretary of State for the Colonies. Our contemporary ought to specially send a marked copy to his lordship by next mail. The result is of course a foregone conclusion, and the public can now have no doubt whatever that Governor Hennessy will shortly be superseded by that experienced exponent of political views—the *China Mail*.

The *China Mail* must be pretty hard run for items of news, when it has to come down to the manufacture of a couple of "local" paragraphs out of two clerical errors in the *Singapore Times* and *Overland Mail*. The *Times* speaks of Earl Clanwilliam as having commanded the Dutch instead of the English squadron, and our clever contemporary tries to be funny over the mistake. The *Overland Mail* transposes the initials of Colonel Hall, R.A., writing "F. L." instead of "L. F." and the evening print immediately crows over its own cleverness in discovering the error. And this is *China Mail* journalism! What next?

The "Consignees of the *Maifoo*" sends the following comments on the "Shipowners Conference" to the *London and China Express*:—"Your correspondent 'Old Canton' evidently knows very little of what goes on in the China Trade. For his enlightenment we may state that some tea buyers declined to ship per *Maifoo*, because she was Chinese owned, and by the last mail from Shanghai we received a circular signed by the agents at that port, of the Shipowners' Conference, headed by the P. and O. Co., who thus turn to account the subsidy they derive from the public money, announcing a renewal of their attempt to stifle competition by offering a bribe of five per cent. to shippers who confine their support to the lines they represent. So much for the fair play which this enterprise of the new Chinese company is likely to meet from merchants and shipowners. We suggest to 'Old Canton' that on the next occasion he addresses you he should, instead of implying that the times are not 'sadly changed,' select as a text of his comments, *O tempora, O mores*."

We notice by a recent *Amoy Gazette* that the race ponies Cruiser, Privateer, and Prince George, have been put up at auction.

It was rumoured in town yesterday that the French frigate *Thémis* had, owing to the troubles in Tunis, been ordered to proceed at once to the Mediterranean.

We are informed that the annual distribution of prizes of the Victoria School (Mr. and Mrs. Hanlon's) will take place on the afternoon of Saturday next the 21st inst. at four o'clock. His Excellency the Governor and Lady Hennessy will be present.

We hear that a telegraphic message was received yesterday announcing a financial crisis in Paris. In the face of the extraordinary gambling which has characterized proceedings on the Bourse for some time past, this result is only what might have been looked for.

The *London Times* of the 18th inst. publishes a telegram to the effect that negotiations for a renewal of the Treaty of Commerce between France and England have been resumed, and still continues. It is also stated that a satisfactory compromise is considered probable.

We observe that a prospectus has been issued by the "Manchester, Bury, Rochdale, and Oldham Steam Tramways Limited," for the construction of a system of steam tramways to run in the neighbourhood of Cottonopolis. When shall we see the prospectus of the Hongkong Tramways Company, Limited?

The British steamer *Jeddah*, Captain Freedley, arrived here this morning from Singapore. This is the first time the vessel has entered these waters since her notorious adventure in the Red Sea, when her captain deserted her, leaving to their fate nearly a thousand pilgrims, who, by the merest chance were, together with the ship, saved from being the victims of the elements through the captain's cowardice.

The *Daily Press* stated the other morning "on what it considered good authority" that H.E. the Governor would leave the colony next April. The intention of the morning paper was evident; it wished to convey to the public the idea that His Excellency had been recalled, and was leaving Hongkong for good. Like most of the inspired communiques of our enlightened contemporary, the report has only the very slightest shadow of foundation in fact. A well known resident called at Government House the other day to pay his respects to the Governor previous to leaving the Colony, and in the course of conversation His Excellency casually remarked that he might take a trip home for a few weeks during the summer months, leaving here in April. We believe it is probable that His Excellency may take a holiday during the ensuing summer, as it is well known that the Governor is desirous of discharging and arranging with the Secretary of State several very important measures relating to Hongkong. Sir John Pope Hennessy's term of office as Governor of Hongkong does not expire until April, 1883, and as His Excellency naturally enough wishes to see the result of the various changes he has introduced into the government of the colony, it is most unlikely that he will not care to resign until the expiration of his full term of six years, the more especially as by serving until April next year he becomes entitled to a bonus of £1,000. There is no doubt whatever that His Excellency's policy during his government of Hongkong has given so much satisfaction to Her Majesty's Ministers, that it is well understood in political circles at home that if he cared to accept it, a second term would be placed at his disposal. We do not profess to have, like the *China Mail*, the privilege of appointing, even on paper, Governors *ad libitum* to this important "jewel of the British Crown," but we hear from those who are in a position to know that, when Sir John Pope Hennessy does retire, our next governor will most probably be Sir William C. F. Robinson, K.C.M.G., who was private secretary to his brother Sir Hercules in Hongkong nearly 15 years ago, and who is well known as the last Governor of the Straits Settlements.

A rumour was current in the colony this morning—circulated by whom and for what purpose it is hardly worth while stopping to inquire—that the *Hongkong Telegraph* was before the Judges for contempt of Court. There may be some truth in the report, although it is hardly likely, or we should have heard something about it. It is positively certain that we should have been committed for contempt—of our evening contemporary—long ago if the oracle of that estimable publication had been like the late lamented Mr. Crusoe, absolute monarch of all the surveys.

Proceedings at the race-course this morning were more than usually tame—even for an "off day." Healthy trotting exercise was indulged in all round, no work at a faster pace being attempted, except by Hunsdon and Airfle, these two griffins galloping the length of the straight at a fast pace. Messrs. Forbes and Coxon, representing the Stewards, were in the enclosure prepared to measure any ponies which might be in readiness to go under the standard, and Rose and a few griffins actually passed this trying ordeal. Owners desirous of having their ponies measured can be accommodated tomorrow morning. As the race-course will be open for galloping, there should be some fast work got through tomorrow.

It has been decided that, for the future, all the Jail Guards in Burma will be comprised exclusively of Goorkhas—the trustworthy, brave, and hardy race who inhabit the Himalayas, whose value the Indian Government fully appreciate. We have no doubt that a contingent of these wild mountaineers would form a valuable adjunct to the local Police Force. They have no objection to foreign service, and all facts considered, are well worth a trial. An unobjectionable new element, would, we consider, be a desirable variation in the Indian Branch of the Hongkong Police, which is almost exclusively drawn from one particular class—Punjabees. Our remarks are of course, intended to imply no disparagement of the latter, who are, in our opinion, an underpaid and overworked body of public servants. But, segregation has been found inadvisable in the Indian Army, and diversity is the rule as regards the composition of the Regiments that compose it. Hongkong and India are hardly parallel cases, but China and Burma are nearly so; and the change that has been found advisable in the one country might possibly be worthy of imitation in the other.

A London Merchant writes to the *London and China Express* on the subject of "China Conference Steamers" as follows:—"The owners of these steamers must think very differently of the Shanghai shippers than I do if they expect that for the sake of a five per cent. return they are going to place themselves entirely in their hands, and allow them to charge any rates of freight they may think fit for this is virtually what they propose in the circular, copy of which you give in your last (homeward) issue. A firm shipping on its own account will certainly keep clear of all such compacts, leaving itself free to make the best arrangement possible by any line, while if the produce is shipped under orders the agent, if honest, would have the trouble of crediting his principal with the return, or explaining by letter that it was shipped at a lower rate not carrying the bonus. On the other hand, should the agent fall into the trap laid for him and pocket the return, he, his heirs and executors, run the risk of being called upon; it may be years afterwards, to disgorge what has been so pocketed, and as the law stands the restitution would be beyond all doubt have to be made. A similar circular issued on this side called into being the 'Union Line,' so losing the Conference steamers thousands of tons freight yearly, and it seems strange that the steam companies in question should not see this have seen the folly of attempting by any such means to get rid of competition. I feel sure of this, that seeing the use the P. and O. are putting their subsidy to, few of the firms who signed the petition to Government begging for same to be granted will again oblige them with their signatures when the present term has expired."

We note the arrival from Amoy per steamship *Kuang-tung* of the race-ponies, Bobbie Burns, winner of the Stand Plate at last Hongkong Meeting, and Strathisla. Both these ponies ran unsatisfactorily at the recent Amoy Races.

We learn from recent advices that the Panama Canal works are progressing steadily, despite political forebodings. The shares have always been a premium on the Parisian Bourse, although exhibiting but little activity from the well-known adverse influences operating against the undertaking. It is, however, commencing to attract more attention, and the construction will be proceeded with, as in the case of the Suez Canal, independent of diplomatic disputes. The original trace of the Canal has been altered, following results of more practical surveys and tests; but all these changes carry with them the advantage of economy. Excavating and dredging machines are now at work, supplementing, as well as overcoming, some of the difficulties attendant on the use of manual labour in an unhealthy locality.

LATE TELEGRAMS.

The following telegraphic items taken from our Indian files were received by French Mail yesterday:—

London, 16th December.—The police have seized this week's issue of the *United Ireland* newspaper in Dublin and have arrested the staff.

18th December.—Telegraphic advices state Ayub Khan, with 7000 soldiers and 400 followers, arrived at Meled on Thursday last. It is expected he will be interned at Isphahan.

Lord Hartington, speaking at Barnley, said that although the Land Leaguers were continuing a sort of guerrilla warfare in Ireland, hopeful signs were apparent, including increasing willingness on the part of the juries to convict for agrarian offences.

Lord Justice Bramwell has been raised to the peerage.

Obituary.—General Sir William Erskine, Bt., Kt.

London, 19th December.—An extensive seizure has been made in Dublin of dynamite, arms, ammunition, and treasonable documents. Several arrests have been made in connection therewith.

Cairo, 19th December.—A false prophet having collected 1,500 fanatics in Sudan has completely annihilated 300 Egyptian troops.

New York, 20th December.—The American exploring ship *Jeannette* was crushed by ice last June and was abandoned. The ship's company escaped in three boats, one of which was rescued by natives and the occupants forwarded to Irkutsk; another landed at the mouth of the river Lena, the crew suffering fearfully, the third boat is missing.

London, 21st December.—The *Daily News* publishes a telegram from its Washington correspondent stating that, if the silver bills are passed, they will undoubtedly be vetoed by the President, and that it is probable the present law for the coining of two million dollars monthly will remain unaltered.

22nd December.—Mr. Parnell has been removed from Kilmarnock gaol to Armagh.

Rome, 22nd December.—In a debate in the Senate on Tunis, the Minister for Foreign Affairs said Italy had not recognized the Baro treaty, but was watching the action of the French. He stated that the British Government had tacitly accepted the treaty.

Constantinople, 22nd December.—Mr. O'Donovan, late *Daily News* special correspondent at Merv, has been arrested for publicly slandering the Sultan.

London, 23rd December.—The Exhibition proposed to be held at Dublin has been abandoned in consequence of a dispute respecting the asking for the patronage of the Queen.

Tunis, 24th December.—Three of the principal tribes of Southern Tunis continue to show resistance.

Rome, 24th December.—At a reception held to-day by the Pope, His Holiness said his position is becoming daily more intolerable, and he anticipated still severer persecution.

Constantinople, 24th December.—Russia is opposing the settlement of the Turkish debt, because of its involving the pledging of new revenues.

Mr. O'Donovan has been sentenced

Intimations.

NOTICE OF REMOVAL.

R. FRASER & SMITH,
FEDERAL ACCOUNTANTS, AUDITORS,
AND
COMMISSION MERCHANTS,
OF THIS CITY, REMOVED TO
NO. 6, PEDDAR'S HILL.

"All kinds of Commission Business
executed on the most reasonable terms.
Special Agents in London and Sydney."

Balance Sheets drawn out; Books
balanced and audited; and every de-
scription of Accountants' Work under-
taken. Charges strictly moderate, and
perfect accuracy guaranteed.

Office Hours: 9 till 4;
Hongkong, January 2nd, 1882.

Christmas Presents.

H. FOURNIER & Co.
HAVE JUST RECEIVED
ex French Mail Steamer,
A Splendid Assortment of
FANCY GOODS,
Suitable for
CHRISTMAS AND NEW YEAR'S
PRESENTS.

Also a Large Assortment of
TOYS,
and Articles for
CHRISTMAS TREES.

CRACKERS,
BONBONS (Assorted).
CRYSTALIZED MELONS (Sound).
CHOCOLATE CREAM.
DRAGEES & LIQUEURS.
BISCUITS.
FIGS.
MALAGA RAISINS.
SULTANA RAISINS.
TABLE PLUMS.
FRUITS IN JUICE (Assorted).
TERHINS & PATE DE FOIE
GRAS.
NOIX DE VEAU TRUFFE (in Tins).
COTELETTE DE VEAU (in Tins).
VEAU ROTI (in Tins).
RIS DE VEAU (in Tins).
FRICANDEAU (Assorted).
TRUFFES.
VEGETABLES (Assorted).

LIQUEURS
CHARTREUSE,
BENEDICTINE,
ANISETTE,
CURACAO.

CHAMPAGNE (Vra. Cliquet).
CLARETS.
CHATEAU LAROSE.
CHATEAU LAFITTE.
MEDOC.
VERMOUTH (Nolly Prut).
VERMOUTH (Tarrino).

H. FOURNIER & Co.
CORNER OF D'ARVILLE STREET
AND
WELLINGTON STREET,
Hongkong.
16th December, 1881.

THE Business of General Printers
and Book-binders, lately con-
ducted by the late Mr. J. J. da Silva
& Souza under the style of—
DE SOUZA & Co.,
will henceforth be carried on under
the same style by the undersigned,
as Lessees of the Goodwill, Machi-
nery, Plant, &c., belonging to the
said Printing Office.
J. J. DE SOUZA
H. LUBER.
Hongkong, 16th June, 1881.

Intimations.

NOTICE OF REMOVAL.

A. MILLAR & Co.,
PLUMBERS, GASFITTERS,
&c., &c., have REMOVED their Office
and Ware-room to No. 6, BRACKENFIELD
ARCADE, where Orders for Fittings and
Repairs will be punctually attended to.
Hongkong, 11th November, 1881.

C. L. THEVENIN,
COMMISSION AGENT,
WINE AND SPIRITS MERCHANT.
CHAMPAGNE, BURGUNDIES,
COGNAC, SHERRIES, LIQUEURS,
WHISKY &c., &c.
FRENCH BOOTS AND SHOES
FOR LADIES AND GENTLEMEN.
HONGKONG HOTEL BUILDING.

TRAMWAYS.

A BARGAIN—JUST RECEIVED

CLARKE'S "TRAMWAYS"—their
Construction and Working.
"SCHOONER'S Estimating—26 Detailed
Plans and Estimates of various Struc-
tures of Brick, Stone, Wood, and Iron,
with Building Data," and other useful
information, from Indian practice.
"VINCENT'S Steam Tramway's for
India." THE LOT, &c.

KELLY & WALSH,
Queen's Road.
Hongkong, 10th January, 1882.

NOTICE.

HONGKONG RESIDENTS who
may have been overlooked, or
whose Circulars may have been mis-
carried, are requested to send the par-
ticulars they desire to have inserted in
the NEW DIRECTORY to the Pub-
lisher, 15, WELLINGTON STREET,
as early as possible.

Telegraph Office, Nov. 16, 1881.

FOR SALE.

A DOUBLE-BARREL FOWLING-PIECE
(muzzle-loading), Patent Snap
Action, Twist Barrels, side-action
Locks; in leather case, with Shot
Pouch and Powder Flask. Price, \$10.
Apply at the Office of this Paper.
Hongkong, 25th October, 1881.

FOR SALE.
AUSTRALIAN WINES,
PORT AND SHERRY,
of the finest quality, from Coolata
Vineyard, Brauxton, Hunter River,
N.S.W.

Apply to
R. FRASER & SMITH,
No. 6, PEDDAR'S HILL.

JUST RECEIVED.

A SELECTED ASSORTMENT
of MENU CARDS, SEAT CARDS,
VISITING CARDS.
Apply to
DE SOUZA & Co.

WASHERMAN'S BOOKS, for
the use of Ladies and Gentle-
men.—Price 50 cents.
DE SOUZA & Co.

TO LET.

TWO ROOMS suitable for an office
in the premises No. 15, Wellin-
gton Street. Possession on 1st January,
1882.

Apply to **DE SOUZA & Co.**
Hongkong, 14th Nov. 1881.

NOTICE TO SUBSCRIBERS.

SUBSCRIBERS are respectfully in-
formed that on and after January
1st, 1882, the Hongkong Telegraph will
be published daily at 4 p.m. Arrange-
ments have been made to publish
punctually at that hour, so that Sub-
scribers who do not receive their papers
by 4.30 will oblige by communicating
with the Manager.

All advertisements and communica-
tions intended for insertion in this
day's issue must be received not later
than THREE O'CLOCK.

The new machinery and plant will
arrive by next English mail, and it is
intended to publish the first number
of the Telegraph in its enlarged form
on January 16th.
Hongkong, December 29th, 1881.

NEW DIRECTORY

FOR THE FAR EAST.

A NEW DIRECTORY FOR
CHINA, JAPAN, AND THE
PHILIPPINES,
FOR THE YEAR 1882,
WILL BE PUBLISHED,
PRICE TWO DOLLARS.

ENTITLED
"THE HONGKONG DIRECTORY
AND HONG LIST FOR THE
FAR EAST."

THE above work will be published
on the 1st of January next, at
the office of this Paper, and will con-
tain a Directory for the Ports in the
large portion of Asia comprised be-
tween Ponnang, in the Straits Settle-
ments, and the Northern Ports, includ-
ing Formosa; the Treaty Ports of China
and Japan; the Philippine Islands; the
British Colony of Hongkong; and the
Portuguese Colony of Macao. The work
will also contain the Principal Treaties
between European countries and the
United States and the countries East
of the Straits, together with conditions
of Trade, and the Port, Customs, Con-
sular and Harbour Regulations for the
Ports of China and Japan; and a de-
scription of the Ports, with the latest
Trade Statistics taken from the Reports
of the Imperial Maritime Customs and
other reliable sources.

The various Governments and Mu-
nicipal Corporations will be applied to
for information, and all Public Bodies
and Companies, Bankers, Merchants,
Consuls, and Professional and other
Residents, will supply the necessary
matter to ensure correctness upon forms
sent for that purpose. The Naval and
Military portions will be taken from
the latest published official lists and
revised at Headquarters; in fact no
pains will be spared to make "THE
HONGKONG DIRECTORY AND HONG LIST
FOR THE FAR EAST" a perfectly reliable
vade mecum.

It is intended to make this work a
medium for Advertisers at a cheap
rate, and the charge for Advertise-
ments will be

\$10 per page in Hongkong,
and \$12 at Outports.

The size of the Page will be SEVEN
INCHES AND A HALF LONG BY FOUR INCHES
AND THREE-QUARTERS; this space will
admit of a large quantity of matter
and all Advertisements will be taste-
fully and prominently displayed.
Blocks of any description will be in-
serted, but these must not exceed
the above dimensions.

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" will, in
order that it may circulate extensively,
outside this Colony, be published at a
POPULAR PRICE, and can be or-
dered at this Office or obtained from
the Agents (list to be hereafter pub-
lished) for

TWO DOLLARS.

There is not space in the compass
of an ordinary advertisement to detail
all the mass of information it is in-
tended to introduce into the work, but
it may be fairly asserted that no such
Directory has ever been published
either in Hongkong or any other
part of the East, at the price.

"Telegraph" Office, Hongkong.
October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes
of reference, into five sections:—No. 1 extending from Green Island to the P.
and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the
Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao
Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Govern-
ment Wharf to the Wauchai Pier; and No. 5 from the Wauchai Pier to
Kellett's Island.

| Vessels. | Section. | Date of Arrival. | Captain. | Flag and Rig. | Tonnage. | Consignees. |
|----------------|----------|------------------|---------------|---------------|----------|-----------------------|
| Steamers. | | | | | | |
| Asia | 3 | Dec. 31 | Djörup | Danish | 880 | Siemssen & Co. |
| Atalanta | 3 | Jan. 18 | E. G. Pfaff | German | 787 | Siemssen & Co. |
| Blackhalls | 2 | Jan. 18 | Grainger | French | 725 | D. Musso & Co. |
| Cassandra | 3 | Jan. 5 | Abrens | German | 1097 | Siemssen & Co. |
| Cebu | 3 | Nov. 29 | Edgar | American | 373 | Captain. |
| Chinkiang | 3 | Jan. 19 | S. M. Orr | British | 799 | Siemssen & Co. |
| Consolation | 3 | Dec. 16 | R. Young | British | 764 | Yuen Fat Hong. |
| Conquest | 3 | Sept. 28 | Hamlin | British | 318 | Shun Hang Hong. |
| Deucalion | 3 | Jan. 19 | T. Purdy | British | 1463 | Butterfield & Swire. |
| Esmeralda | 3 | Jan. 19 | Talbot | British | 395 | Russell & Co. |
| Fame | 3 | — | A. Stopani | British | 117 | H. K. & W. Dock Co. |
| Gervase | 3 | Jan. 19 | Grainger | British | 417 | Captain. |
| Hainan | 3 | Jan. 1 | Speckly | British | 278 | Afong & Co. |
| Holios | 3 | Dec. 12 | — | Aus. H. Man. | 1428 | Molbors & Co. |
| Hongkong | 1 | Oct. 28 | Lazarich | British | 67 | K. Atheong & Sons. |
| Jeddah | 3 | Jan. 20 | Freebody | British | 993 | Ghee Cheong |
| Joloano | 3 | Dec. 19 | J. Marques | Spanish | 654 | R. Mourente. |
| Kamohatka | 3 | Jan. 19 | Hussey | British | 703 | C. M. S. N. Co. |
| Kang-chi | 2 | Jan. 19 | R. O. Marsden | Chinese | 688 | C. M. S. N. Co. |
| Kwangtung | 3 | Jan. 20 | M. Young | British | 674 | D. Lapraik & Co. |
| Laroh | 3 | Jan. 19 | College | British | 814 | Butterfield & Swire. |
| Merionethshire | 3 | Jan. 19 | Rickard | British | 1245 | Adamson, Bell & Co. |
| Namoa | 3 | Jan. 14 | Westoby | British | 862 | D. Lapraik & Co. |
| Nelson | 3 | Nov. 26 | Thorn | British | 894 | Geo. H. Stevens & Co. |
| Norden | 3 | Jan. 8 | Rasmussen | Danish | 778 | Siemssen & Co. |
| Pearl | 3 | Jan. 14 | Hoves | British | 676 | Butterfield & Swire. |
| Plainmoller | 2 | Jan. 19 | McKenzie | British | 1195 | Bun Hin'Chun. |
| Sea Gull | 4 | — | Hayden | American | 48 | China Traders Co. |
| Shun Tip | 1 | July 7 | Man Fu | Annamese | 93 | Captain. |
| Solway | 1 | Jan. 1 | Jervis | British | 561 | King Onn. |
| Takasago Maru | 3 | Jan. 16 | C. Young | Japanese | 1230 | M. E. M. S. S. Co. |
| Ulysses | 3 | Jan. 19 | Thompson | British | 1560 | Butterfield & Swire. |
| Vladivostok | 2 | Dec. 29 | Voronoff | Russian | 678 | Ed. Schbilhass & Co. |
| Volmer | 4 | Dec. 30 | Hintsolmann | Danish | 979 | Siemssen & Co. |
| Yee-Tay | 1 | July 7 | Lee Tung Tuk | Annamese | 1200 | Captain. |
| Yottung | 2 | Jan. 19 | H. Konnett | British | 286 | Kwok Achong & Sons. |

* Kowloon Dock. † Cosmopolitna Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

| | | | | | | |
|-------------------|---|----------|---------------|----------------|------|------------------------|
| Aldon Bessie | 2 | Jan. 8 | Noyes | Amer. bark | 842 | Bozario & Co. |
| Altai | 6 | Jan. 14 | O. Nika | Rus. ship | 1024 | Captain. |
| A. Adolph | 5 | Jan. 14 | C. R. H. Mahr | Ger. bark | 368 | Arnold, Karberg & Co. |
| Belle Morse | 4 | Nov. 17 | Norton | Amer. ship | 1307 | Order. |
| Blue Jacket | 4 | Nov. 21 | Percival | Amer. ship | 1396 | Ed. Schbilhass & Co. |
| Carl-Gorhard | 2 | Dec. 27 | R. Sahr | Ger. bark | 331 | Ed. Schbilhass & Co. |
| Charon Wattana | 2 | Jan. 2 | Ulrich | Siam. ship | 656 | Chinese. |
| Christiana Redman | 4 | Dec. 27 | Oral | Amer. bark | 589 | Master. |
| Citadelle | 2 | Dec. 3 | Hunt | Brit. bark | 762 | Captain. |
| Colombo | 1 | Jan. 1 | Noyes | Amer. bark | 854 | Chinese. |
| Daniel Barnes | 8 | July 22 | J. G. Stover | Amer. ship | 1483 | Vogel & Co. |
| Delphin | 3 | Jan. 12 | Lilienthal | Ger. 3m. sch. | 238 | Molbors & Co. |
| Esmeralda | 2 | Nov. 7 | H. Brook | Ger. bark | 788 | Siemssen & Co. |
| Esperance | 2 | Dec. 24 | Le Normant | Frer. bark | 272 | Carlowitz & Co. |
| Ferdinand | 2 | Jan. 7 | Westergaard | Ger. bark | 416 | D. Lapraik & Co. |
| H. W. Dudley | 5 | Jan. 15 | D. W. Duxley | Amer. bark | 1128 | Captain. |
| Harmonia | 2 | Jan. 2 | Boisson | Ger. ship | — | Captain. |
| Hocht | 3 | Dec. 3 | W. Phlois | Ger. Sur. sch. | 388 | Siemssen & Co. |
| Holicon | 5 | Oct. 5 | Hove | Amer. ship | 1199 | Captain. |
| Hindostan | 3 | Jan. 16 | Banyan | Brit. ship | 1747 | Captain. |
| Irazu | 3 | Dec. 12 | A. Pearce | Brit. bark | 337 | Captain. |
| Laurel | 3 | Jan. 4 | Grassum | Brit. bark | 638 | Captain. |
| Lota | 2 | Nov. 24 | Dudford | Brit. bark | 472 | Chinese. |
| Lucy | 2 | Oct. 30 | Habekost | Brit. sch. | 219 | Chinese. |
| Maria | 2 | Jan. 3 | Schildt | Brit. ship | 1029 | Captain. |
| Melpomene | 4 | Jan. 11 | Thienig | Ger. ship | 1029 | Captain. |
| Morning Star | 3 | — | Michaelson | Siam. bark | 570 | Chinese. |
| Nestor | 4 | Jan. 11 | Warrer | Ger. ship | 1367 | Captain. |
| Nicolas Thayer | 2 | Nov. 25 | R. S. Craley | Amer. bark | 685 | Gibb, Livingston & Co. |
| Onside | 4 | Jan. 19 | Carver | Amer. ship | 1130 | Adamson, Bell & Co. |
| Panny | 5 | Dec. 8 | S. P. Bray | Amer. ship | 1190 | Adamson, Bell & Co. |
| Rajah | 7 | Jan. 13 | Albrecht | Ger. ship | 1358 | Captain. |
| Raven | 3 | Jan. 4 | W. Veal | Brit. bark | 343 | Chinese. |
| Red Cross | 4 | Nov. 18 | Howland | Amer. ship | 1300 | Order. |
| Ringlander | 5 | Dec. 2 | W. E. Bray | Amer. ship | 1183 | Captain. |
| San Francisco | 3 | Dec. 29 | Ollmann | Ger. bark | 257 | Siemssen & Co. |
| Sahyan | 2 | Nov. 24 | T. Schroeder | Ger. bark | 276 | Siemssen & Co. |
| Sparan | 4 | Nov. 15 | Vincent | Amer. ship | 88 | W. H. Ray. |
| Spirit of the Age | 3 | Nov. 17 | Williams | Brit. bark | 847 | Chinese. |
| Stonewall Jackson | 4 | Sept. 18 | Swain | Amer. bark | 1102 | Russell & Co. |
| Syren | 2 | Dec. 6 | Braun | Amer. ship | 875 | D. Lapraik & Co. |
| Tillie Bake | 2 | Jan. 17 | J. H. Boynton | Amer. bark | 719 | Arnold, Karberg & Co. |
| Twilight | 8 | Sept. 27 | Westland | Amer. ship | 1808 | Arnold, Karberg & Co. |
| Waldorf | 5 | Jan. 12 | Oswell | Amer. bark | 887 | Captain. |
| Walla Walla | 5 | Dec. 11 | Brown | Brit. bark | 626 | Captain. |
| Wilhelmina | 3 | Dec. 23 | Wilson | Ger. ship | 1360 | Siemssen & Co. |
| W. G. Borch | 2 | Jan. 9 | Stay | Amer. ship | 1717 | Captain. |

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to six months' imprisonment. Lord Dufferin has promised to intercede.

London, 26th December.—The *Standard* publishes a telegram stating that one fourth part of the town of Oranstadt has been destroyed by fire. The catastrophe is attributed to the Nihilists.

Constantinople, 26th December.—Mr. O'Donovan has been pardoned on the intercession of Mr. Fawcett, the British Consul General.

Cairo, 26th December.—The Khedive opened the Assembly of Notables to-day. In his speech he urged moderation, and a programme of instruction and progress, and that international obligations should be respected.

Vienna, 27th December.—Friendly diplomatic relations between Austria and Roumania have been resumed, the latter giving satisfactory explanation with reference to the Danube navigation dispute.

London, 28th December.—A proclamation has been issued that notices to quit sent by post shall constitute good service in the proclaimed districts of Ireland.

Paris, 27th December.—Sir Charles Dilke arrived here to-day.

Bombay, 28th December.—The *Western Daily Mercury* states, on the best authority, that there is no ground for the rumour set in circulation by *The Times* that Mr. O'Donoghue is to be appointed Governor of Ceylon.

The London *Times* paragraph was as follows:—"It is stated that Mr. J. A. Giles, a London journalist, has been invited to contest Twiss on Land League principles in the event of Mr. O'Donoghue, M.P., accepting the Chiltern Hundreds which it is announced the honourable gentleman intends doing in consequence of his acceptance of the Governorship of Ceylon."

London, 29th December.—Obituary.—Colonel Tupper, Welsh Fusiliers.

Five special Resident Magistrates have been appointed to supervise the disturbed districts in Ireland and to furnish reports upon the working of the Peace Preservation Acts, in order to determine whether the local constabulary and military are adequate.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The forty-first annual meeting of the proprietors of this company was held on 6th December, at the office, London-ball Street, under presidency of Mr. T. Sutherland. The report showed that the net profits for the year, including 4,862, brought forward from last year, amounted to 153,801, which, after deducting the interim dividend at 2½ per cent, admit of a further dividend of 2½ per cent, after payment of which 8,801 will remain to the credit of the current year. The fleet, it is stated, had been efficiently navigated, and the mail service had been free from the smallest interruption. The total distance run during the year was 2,000,000 miles, nearly the whole of which had been traversed at a high rate of speed. The company's general trade had continued in a fairly satisfactory condition, and a moderate increase might have been expected in the freight returns for the year, whereas unfortunately the result showed a decrease of 15,063, which was mainly due to local competition between Bombay and China, and to unfavourable rates of freight between London and Bombay. On the other hand, the passage money, which was 592,768, last year, amounted in the present year to 672,179, this showing a most satisfactory increase of 79,411. The chairman, after paying a tribute to the memory of Mr. L'Estrange, one of the directors who had died since the last meeting, said: that in June last he laid some stress upon the fact that the fundamental test of the prosperity of the company must always be the amount of revenue which for the time being they were able to earn. He therefore took that subject as the key note of his remarks, but in passing there were one or two topics to which he desired to refer. By the payment of 15,000, during the past year they had caused the last vestige of the old debt to disappear from their books, by which the company had been relieved of an annual impost of between 80,000 and 40,000. In September 1875 they owed 800,000, and the whole of that had been cleared off during the five years last past—a fact upon which he thought he might fairly congratulate shareholders, especially as in the mean-

time they had increased the fleet and added to the business. Referring to the fleet, he said that between 30,000 and 40,000 tons of new ships would be added during the present year in ships of a larger carrying capacity, with greater accommodation for passengers. That would have the effect of raising the value of the tonnage, but at the same time, it would reduce the average age of the ships, which would, therefore, stand better upon their books. The position of the company could only be maintained by continued progress, and in order to secure that end, it would sometimes be necessary to sacrifice what otherwise would be legitimate profit. The item of passage money for the year stood in the accounts at 672,179, against last year 592,768, showing an additional revenue from this source of no less than 80,000. In no year since the company came into existence had they ever been able to show so large an increase in passage money. What rendered the fact the more satisfactory was that in June last they had made a reduction in the rate of passage money on several lines. The passenger traffic was better also, because they had improved their service, and to some extent, perhaps, by the issue of return tickets between India and England. The company had been hampered by the stupid quarantine arrangements which prevailed at Egypt at the present day. In this respect their business had not been done nearly so well since Egypt came under European influence as when it was under the control of the Viceroy. Their ships were being treated much in the same way as the pilgrims which brought pilgrims from Mecca to the Red Sea were being treated. In reference to the mail contracts, he said that the service had been conducted with the greatest efficiency. Out of 100 voyages made during the six months only two had been behind time. The mails to Bombay had been delivered some 13 hours before contract time, to Shanghai 21 hours, and to Melbourne 35 hours. On the return voyage the mails had been delivered at Brindisi upon an average 11 hours and 20 minutes in advance. The amount received for the present mail contract was 75,000, a year less than the amount received for the last contract, whilst the service to be performed was more arduous and expensive. There were still six and a half years of the contract unexpired, but it was not too soon to look forward to what might happen at the end of that period. They might have a contract at reduced rates, or they might have to do without it altogether, as it was possible that they might find the Government disinclined to make contracts as at present. Bearing those things in mind, it was their duty to put their house in order by improving their business as far as possible, and looking to their reserve fund, so that they might be prepared to meet any fortune in store for them. In reference to the dividend, he explained that they were paying 2 per cent from the profits of the insurance fund, and 5 per cent on the general business, besides which they had put by 75,000 towards the depreciation of the fleet. In conclusion, he made the adoption of the report, a resolution which was seconded by Mr. W. de Salis, and after a brief discussion, carried unanimously. The dividend, recommended in the report, 2½ per cent, for the half-year, together with the bonus of 2 per cent from the underwriting profits, having been declared, the retiring directors and auditors were re-elected, and a vote of thanks to the chairman closed the meeting.—*Overland Mail.*

The editor, who was telling of a boat-ride and said that "We pulled lazily along with our oars, was mad enough to swear when the typo gave it to the world that he had used his 'oars' for that work. His readers accepted it as a fact that he had really rowed with his ears. It was an Orient letter. We'll not say what boat. A salt barge had been fastened to the ladder chains of the big vessel. "How dare you fasten that mud tub on to us?" cried a voice from the tail-rail. "Cast off at once," cast off." "Who are you? who are you?" replied the barge-man. "I'm chief officer of this boat." "Well, and what you? I'm captain here." "Go and talk to your equals."

THE KULJA QUESTION.

According to the *L. & O. Express*, the *Novos Vrymna* of St. Petersburg publishes further intelligence from Kulja, confirming its recent announcement that the Chinese will not take possession of Kulja until next spring, and stating that they intend to erect fortifications on the western frontier. These works will be constructed at the following four points—namely, at Talka, on the ruins of the town of Bajau; at the town of Kulja, and on the right bank of the Ili; and, lastly, at a place called Gurgun Soumoun, on the left bank of the Ili. The Chinese also propose to erect three forts on the River Khorgos. The residence of the Chinese Governor will be on the right bank of the Ili, probably at Bajau. The Chinese authorities are stated to intend transferring 8,000 families from Kashgaria, in order to compensate for the depopulation caused by the emigration to Russian territory since the retrocession of Kulja to China. During the last four months there have been two Musulman revolts at Yangi-Hissar against the Chinese garrison, 200 of whom were massacred. The Chinese beheaded 400 of the rebels. Emigrants from Afghan, Badakshan to Kashgaria have solicited Chinese nationality and assistance in order to free Badakshan from the Afghan yoke. Their request was, however, refused by the Chinese authorities as calculated to give umbrage to England, a Power with whom China was on friendly relations.

COMMERCIAL INTELLIGENCE.

THIS DAY, Four P.M.
A fair amount of business in Banks has been booked since our last issue commencing at 115 per cent premium, the stock leaving off very firm with buyers at 110, after a goodly number of transfers had been effected at both rates for cash, and the end of the month. There would appear to be still a strong demand in the market for Bank shares at 115, but holders, gaining renewed confidence by repeated enquiries, and the genuine character of the commissions to buy, decline to sell unless at an advanced rate, which is likely enough to be forthcoming. Steamboats have again been made the medium of important investments at 25, and afterwards at 27 cash; per share premium, several hundred shares changing hands at these rates, and there are still buyers at the higher quotation. Docks were extensively dealt in after we went to press yesterday, and a fair business has been done this morning at 45 per cent premium, both for cash, and the end of January. There are still inquiries after this scrip, and offers to purchase at 45; but would-be sellers hold out for better terms, and according to appearance they are likely enough to obtain a higher rate, as the legitimate character of the recent business transaction in Dock shares, may be taken as an assurance that the Company's affairs are in a flourishing and satisfactory condition. Sugars are rather weaker this morning, a few shares being offered at 167½ without finding buyers. No other transactions, or changes have to be noted.

SHARES.
Hongkong and Shanghai Banking Corporation—115 per cent premium, Buyers.
Union Insurance Society of Canton—\$1,600 per share.
China Trading Insurance Company—\$1,550 per share.
North-China Insurance Company—Tls. 1,175 per share.
Yangtze Insurance Association—Tls. 875 per share.
Chinese Insurance Company—\$335 per share, Ex Div.
Man Insurance Company, Limited—\$25 per share premium.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$950 per share, Sellers.
China Fire Insurance Company—\$922 per share, Sellers.
Hongkong and Whampoa Dock Company—45 per cent premium, Sales and Buyers.
Hongkong, Canton, and Macao Steamboat Company—\$27 per share premium, Sales and Buyers.
China Coast Steam Navigation Company—Tls. 102 per share.
Hongkong Gas Company—\$35 per share.
Hongkong Hotel Company—\$100 per share, Nominal.
China Sugar Refining Company, Limited—\$167½ per share, Sellers.
China Sugar Refining Company (Debtors)—3 per cent premium.
Hongkong Ice Company—\$130 per share.
Hongkong and China Baking Company, Limited—\$52½ per share, Buyers.
Chinese Imperial Government Loan of 1873—1½ per cent premium, ex interest.
Chinese Imperial Government Loan of 1881—3 per cent premium.

EXCHANGES.
On London—Bank Bills, T.T. 2/3
Bank Bills, at 30 days' sight 2/8 1/2
Bank Bills, at 4 months' sight 2/9 1/2
On India—Bank Bills, at 3 months' sight 3/0 1/2
On Hongkong—Bank Bills, at 3 months' sight 4/7 1/2
On Bombay—Bank, T.T. 210
On Calcutta—Bank, T.T. 210
On Shanghai—Bank, T.T. 72 1/2
Private, 30 days' sight 73

HONGKONG TEMPERATURE

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD.)

Hongkong, 19th & 20th January 1882.
BAROMETER—1 P.M. 30.280
Do. 4 P.M. 30.200
THERMOMETER—1 P.M. 65.
Do. 4 P.M. 61.
Do. 1 P.M. (Wet bulb) 61.
Do. 4 P.M. Do. 60.
BAROMETER—9 A.M. 30.252
THERMOMETER—9 A.M. 64.
Do. 9 A.M. (Wet Bulb) 60.
Do. Maximum 66.
Do. Minimum (over night) 61.

SHIPPING INTELLIGENCE.

ARRIVALS.
Jan. 19, ONEIDA, American ship, 1,150, Carver, Newcastle, N.S.W., 1st Dec. Coal.—Adamson, Bell & Co.
Jan. 19, YORRUBA, British steamer, 280, H. Kennett, Swatow 18th January. General.—Kwok Ahoong & Sons.
Jan. 20, JEDDAH, British steamer, 993, Freebody, Singapore 9th January. General.—Ghee Cheong.
Jan. 20, KWANGTUNG, British steamer, 674, M. Young, Foochow 17th January, Amoy 18th, and Swatow 19th, General.—D. Lapraik & Co.
Jan. 20, MAGPIE, British gunboat, Lieut-Commander Alfred Carpenter, Ho-how 16th January.

DEPARTURES.
Jan. 20, FERONIA, German steamer, for Singapore, &c.
Jan. 19, THALAS, British str., for Coast Ports.
Jan. 20, PEIRHO, French str., for Shanghai.
Jan. 20, J. H. BOWERS, American bark, for Manila.
Jan. 20, KERESANT, French corvette, for Canton.
Jan. 20, TANAIS, French str., for Yokohama.

PASSENGERS.

ARRIVED.
Per Yottung, str., from Swatow.—90 Chinese.
Per Jeddah, str., from Singapore.—420 Chinese.
Per Kwangtung, str., from Foochow, &c.—113 Chinese.

REPORTS.

The British steamship Jeddah reports left Singapore on the 9th instant, and had strong N.E. winds and heavy head sea, until passed the Macao Island Bank; after which moderate breeze and fine, calm weather.
The British steamship Kwangtung reports left Foochow on the 17th instant, Amoy on the 18th, and Swatow on the 19th. From Foochow to Amoy light N.E. winds and fine weather. From Amoy to Swatow moderate winds and fine weather. From Swatow to port light Northerly air with hazy and fine weather. In Foochow the steamships El Dorado and Hao-sau. In Amoy the steamship Hailong. In Swatow the steamships Dale, Foochow, Swatow, and Newchwang. The steamships Wenchow and Peking left Amoy for North on the 18th. Arrived in Hongkong on the 20th.

MAILS.

The following mails will close:—
TO-DAY, 20th January.—
For Straits Settlements, per Plainmoller, at 5 p.m.
TO-MORROW, 21st January.—
For Cheribon, Port Darwin, Cooktown, Townsville, Brisbane, Sydney, Melbourne, Adelaide, &c., &c., per Cassadra, 11.30 a.m.
On MONDAY, 23rd January.—
For Saigon, per Norden, at 2.30 p.m.
For the United Kingdom and Europe, via Brindisi, to the Straits Settlements, B. Java, Burmah, Ceylon, India, Aden, Mauritius, Egypt, Malta, and Gibraltar, per Venetia, for printed matter at 2 p.m., letters at 3 p.m.
For Swatow, Amoy, and Foochow, per Kwangtung, at 5 p.m.
On THURSDAY, 26th January.—
For Saigon, per Palaia, at 4.30 p.m.

A lady was at work on a certain street during the school board elections. She came to number forty-one, which was opened by a maid. "I wish to speak to Mr. Jones about his vote for the school board," said the lady. "Oh, ma'am, Mr. Jones is out, and it ain't no use your seeing him anyhow! We don't subscribe to them; we only subscribe to the Illot Asylum!" answered the maid. And the door was slammed in the canvasser's face.
Beau Nash, the King of Bath, was noted for never mentioning his father. Dr. Cheyne used to declare he never had one. The Duchess of Marlborough one day said he was like Gil Blas, who was ashamed of his father. "No, your Grace," he replied, "I never mention my father in his company, not because I have any reason to be ashamed of him, but because he might be the same reason to be ashamed of me." And he bowed all round.

Intimations.

THEATRE ROYAL, CITY HALL, HONGKONG.

THE MEMBERS OF THE HONGKONG CHORAL SOCIETY

WILL REPEAT THEIR PERFORMANCE

OF

"THE PIRATES OF PENZANCE"

ON

F. R. I. D. A. Y.

THE 27th JANUARY.

Tickets (price \$2.00), can be obtained at Messrs. LANE, CRAWFORD & Co.'s Store, on and after TUESDAY, the 24th January.

Doors open at 8.30 P.M.
Performance at 9.00 P.M.
Hongkong, 20th January, 1882.

NOTICE.

THERE will be NO NIGHT-BOAT to or from CANTON on and after TUESDAY, the 24th instant, and until further notice. The "POWAN," leaving Hongkong on Sunday, will return from Canton on Monday Night.

On and after TUESDAY the 24th instant, the "POWAN" will run temporarily as a DAY-BOAT, between Hongkong and Canton, instead of the "LOHANG," which will be withdrawn from the line for a few days.

By Order,
P. A. DA COSTA,
Secretary,
Hongkong, Canton, and Macao Steamboat Company, Limited.

BUTTERFIELD & SWIRE,
Agents,
China Navigation Company, Limited,
Hongkong, 20th January, 1882.

TO LET.

A LARGE GRANITE GODOWN, in "BLUE BUILDINGS," Praya East, with immediate possession. Apply to
J. M. GUEDES,
33, Wellington Street,
Hongkong, 19th January, 1882.

J. AND R. TENNENT'S SALE and PORTER, DAVID CORSAIR & SONS, Merchant Navy, Navy Boiled, Long Flax, Crown, APNOLD KARBURG & Co., Hongkong, 15th June, 1881.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER, always on hand. L. MALLORY, Proprietor, Hongkong, 24th June, 1881.

FOR SALE.

THE RACING PONIES—WILD SCUD, TOO TOO, REVERSE. All WINNERS at the late Foochow Meeting. Quiet and Sound. Apply to THE EDITOR of the Hongkong Telegraph, Hongkong, 24th December, 1881.

TALGAR AND COMPANY, HOUSE AND ESTATE AGENTS.

RENTS COLLECTED. BROWN, JONES & Co., UNDERTAKERS.

MOURNING STATIONERY, &c. MONUMENTS ERECTED, 9, HOLLYWOOD ROAD.

NOTICE.

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